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brated ancient statutes. Such being the character of the book, it is a matter of regret that it seems impossible to consider it wholly trustworthy. It is true that as early as 1550 it was cited as authority, *Reniger v. Fogossa*, 1 Plowd. 1; and Lord Chief Justice Tindal classed it with Bracton as evidence of the ancient law. *In re Serjeants at Law*, 6 Bing. N. C. 187. But the writers of historical treatises have not placed so much confidence in it. Reeve is inclined to regard the book as a curiosity rather than an authority. 2 REEVE, ENGLISH LAW 232. Pollock and Maitland's *History of the English Law* (Vol. 2, p. 478 n.) dismisses it as "so full of fables and falsehoods that as an authority it is worthless." Moreover, this is but the beginning of the controversy, for its date, its true purpose, and its origin have all been questioned. It has been held to contain ancient matter antedating the Conquest; it has been strongly hinted that it was a deliberate misrepresentation. Indeed it may almost be said that there is no point concerning it not open to dispute.

Besides the text, the present volume contains a short, but satisfactory introduction, defining the positions of the contending commentators, and briefly discussing the whole controversy. With this as a guide, the reader fond of historical legal research will find the pages of interest.

**STREET RAILWAY REPORTS**, reporting the electric railway and street railway decisions of the Federal and State courts in the United States. Edited by Frank B. Gilbert. Vol. I. Albany, N. Y.: Matthew Bender. 1904. pp. xvi, 943. 8vo.

The introduction of electricity as a motive power has revolutionized the use of streets and highways for transportation purposes. This development has been marvelously rapid and ever increasing. Hardly less rapid has been the growth of a well-defined street railway law. While the cases on this subject have been hidden away in a maze of reports, among a multitude of other decisions, it has been very difficult for a lawyer to keep pace with the development of this practical and interesting branch of the law. Recognizing this situation, the publishers of the present volume have felt that the demands of the legal profession would justify the production of a series of reports devoted exclusively to street railway decisions. The accuracy of this estimate must be left to the future to decide. The same idea was put into operation twice before, in 1864 and 1894, and proved unsuccessful in both instances. Ten years ago, however, this branch of the law was but in its childhood, and we cannot but feel that the judgment of the publishers in this instance has been well founded.

This volume, the first of the series, covers the cases decided in the Federal and State courts from April 1, 1903, to the date of publication. Roughly speaking, there are one hundred and sixty decisions reported, covering all topics bearing directly upon street railways. The notes are numerous, and sometimes exhaustive and thorough. The binding and presswork are excellent. The indexes, to both decisions and notes, are in convenient form. Altogether the work of the editor has been satisfactory, and it is sincerely to be hoped that the subsequent volumes will attain the same standard.

**AN INTRODUCTION TO PRACTICE**, with Special Reference to the New York Code of Civil Procedure. By George A. Miller. New York: Leslie J. Tompkins. 1903. pp. xiv, 284. 8vo.

In the preface to this noteworthy addition to treatises on New York practice, Mr. Miller says: "The Code was not written for students. Its authors assumed the existence of a profession having knowledge of an existing system of practice in which statutory changes were to be made. For students, the Code is simply a collection of obscurities arranged in confusion. To them, as a subject of study, it is hopeless. To wander in its wilderness without a guide is to get lost.

Yet the writer believes that it is practicable, by efforts within ordinary abilities, properly assisted, to acquire a fair working knowledge of Code practice."

The work accordingly presents a logical arrangement of the subjects of which the Code treats, the many provisions upon one subject being collected from the various portions of the Code's tortuous length. Obscurities are made clear by explanations based upon the general rules of practice and the decisions of the courts. Beginning with the methods of commencing an action, the book considers the pleadings, the trial, the judgment, the parties to actions, incidental practice, evidence in its relation to procedure, provisional remedies, the so-called state-writs, and finally certain actions about which there are special regulations. Mr. Miller has put his material into such readable form that the book is a very interesting one. It is particularly valuable for preparation for bar examinations.

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**THE TRUTH ABOUT THE TRUSTS.** A Description and Analysis of the American Trust Movement. By John Moody. New York: Moody Publishing Company. 1904. pp. 514. 8vo.

For readers seeking information regarding the investment standing of the industrial trusts, the present book, compiled from investors' journals, corporation manuals, and general periodicals, will prove valuable. It tells, by quotations from balance-sheets, prospectuses, and newspapers, the history and the present standing of seven of the chief trusts and eighty lesser trusts. It comprises accounts of present — though possibly ephemeral — interest regarding the industrial trusts in process of reorganization, and articles on the great railroad and public service systems. Accompanying these articles are several charts, and chapters upon particular phases of the trust problem. The charts which purport to trace the division of the industrial field between the Rockefeller and the Morgan interests, like most graphic explanations of hazy facts, are exaggerations, and do little more than reflect the newspaper gossip of the moment. The chapters on *The Dominating Influences of the Trusts* and *The Chief Characteristics of the Trusts* are cursory. The book commends itself by its elaborate statistics rather than by its discussion of the trust movement.

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**THE LIFE OF JOHN MARSHALL.** By Henry Flanders. Philadelphia: T. & J. W. Johnson & Co. 1904. pp. x, 278. 8vo.

This is a republication in separate form of a life of Marshall which first appeared in the author's "Lives and Times of the Chief Justices," published in 1875. As that biography has persisted as a comprehensive and sympathetic handling of its great subject, the publishers are justified in making it more easily available. It is not so simply and beautifully told, perhaps, as the little biography by the late Professor Thayer, and one misses the discriminating treatment by his masterly hand of the position of the Chief Justice in constitutional law, but it contains a more minute account of Marshall's career, with numerous quotations from his speeches and opinions, and much of peculiar interest about his private life and character. As a frontispiece there is a reproduction in photogravure of the famous Inman portrait. Books of this sort give refreshing glimpses at the human side of the finding of the law by the courts.

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**THE CODE OF HAMMURABI, KING OF BABYLON.** About 2250 B. C. Auto-graphed text transliteration, translation, glossary, index of subjects; lists of proper names, signs, numerals, corrections and erasures, with map, frontispiece, and photograph of text. By Robert Francis Harper, Professor of Semitic Languages in the University of Chicago. Chicago: The University of Chicago Press. London: Luzac & Company. 1904. pp. xv, 192. 102 plates. 8vo.